

the case of Bypass Alternate 2, Sunset Drive in the case of Bypass Alternates 2 and 3, and Lake Road for all three bypass alternatives. The impacts will be minimal with the proposed grade-separated crossings at these locations.

All three bypass alternatives would create a physical barrier through lands owned by the National Forest System in the Croatan National Forest, making the management of prescribed fires more difficult; however, some fragmentation of these forest lands has already occurred north of Lake Road. Representatives from the U.S. States Forest Service suggested, in interviews conducted in 2005, the bypass may expedite the movement of fire equipment and personnel. Representatives of the local EMS/Fire Service indicated that the proposed bypass would have a neutral effect on emergency services.

The interchange at Lake Road could attract higher density development, thereby increasing traffic in a rural area, changing travel patterns, and reducing the rural character of the area. However, some participants of the Citizens Informational Workshops held in the mid-1990s indicated the desire for development.

4.1.1.2. Relocations

As the displacement of existing land uses is necessary for project right-of-way, the displacement of residences and businesses are often unavoidable impacts of highway projects.

Table 4.1 summarizes the number of estimated relocations associated with Alternates 1, 2 and 3. The January 2009 relocation reports for each of the bypass alternatives are included in Appendix D. According to the relocation reports, it is anticipated that adequate relocation replacement facilities for the residences and businesses are available for any of the considered bypass alternatives.